

## Head 166 — GOVERNMENT FLYING SERVICE

**Controlling officer:** the Controller, Government Flying Service will account for expenditure under this Head.

<b>Estimate 2026–27</b> .....	<b>\$619.1m</b>
<b>Establishment ceiling 2026–27</b> (notional annual mid-point salary value) representing an estimated 347 non-directorate posts as at 31 March 2026 reducing by three posts to 344 posts as at 31 March 2027.....	<b>\$291.9m</b>
In addition, there will be an estimated five directorate posts as at 31 March 2026 and 31 March 2027.	
<b>Commitment balance</b> .....	<b>\$268.5m</b>

### Controlling Officer's Report

#### Programme

##### Government Flying Service

This programme contributes to Policy Area 9: Internal Security (Secretary for Security).

#### Detail

	2024–25 (Actual)	2025–26 (Original)	2025–26 (Revised)	2026–27 (Estimate)
Financial provision (\$m)	618.7	626.6	616.6 (–1.6%)	<b>619.1</b> (+0.4%)
				(or –1.2% on 2025–26 Original)

#### Aim

**2** The aim is to provide a safe, efficient and cost-effective flying service to support the work of various departments and agencies of the Government, and to provide a 24-hour coverage of search and rescue (SAR) as well as air ambulance services.

#### Brief Description

**3** The Government Flying Service (GFS) operates both fixed-wing aircraft and helicopters for providing a wide range of flying services. The GFS's major tasks are to:

- carry out SAR both over land and at sea;
- provide emergency air medical service;
- support the Hong Kong Police Force and other disciplined services in carrying out their law enforcement duties and training for such duties;
- assist in fighting fires and in responding to any other emergencies which threaten life or property;
- carry out photography for aerial surveys; and
- carry such persons as the Secretary for Security may authorise as passengers.

**4** The key performance measures are:

#### Targets

	Target	2024 (Actual)	2025 (Actual)	2026 (Plan)
<i>Air ambulance service</i> <sup>δ</sup>				
on-scene time for call-outs for Type A+ and Type A casualty evacuation (Casevac) situations#				
within Island Zone^ within 20 minutes (%)¶.....	90	90	94	<b>90</b>
outside Island Zone^ within 30 minutes (%)¶.....	90	N.A.	N.A.	<b>90</b>

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	Target	2024 (Actual)	2025 (Actual)	2026 (Plan)
on-scene time for call-outs for Type B Casevac within 120 minutes (%)# .....	100	100	100	<b>100</b>
<i>SARδ</i>				
helicopter				
on-scene time for inshore SAR call-outs				
between 0700 and 2159 hours within 40 minutes (%) .....	90	99	99	<b>90</b>
between 2200 and 0659 hours within 40 minutes where additional crew or specialised equipment not required (%) .....	90	95	96	<b>90</b>
within 100 minutes where additional crew or specialised equipment required (%) .....	90	N.A.	N.A.	<b>90</b>
on-scene time for offshore SAR call-outs				
between 0700 and 2159 hours less than 50 nm (92.5 km) from GFS Headquarters (HQ) within 60 minutes (%) .....	90	100	100	<b>90</b>
50 nm (92.5 km) - 200 nm (370 km) from GFS HQ within 60 minutes plus an extra 30 minutes per 50 nm (%) .....	90	100	100	<b>90</b>
between 2200 and 0659 hours less than 50 nm (92.5 km) from GFS HQ within 120 minutes (%) .....	90	N.A.	100	<b>90</b>
50 nm (92.5 km) - 200 nm (370 km) from GFS HQ within 120 minutes plus an extra 30 minutes per 50 nm (%) .....	90	100	100	<b>90</b>
fixed-wing aircraft				
on-scene time for SAR call-outs				
between 0700 and 2159 hours less than 50 nm (92.5 km) from GFS HQ within 50 minutes (%) .....	90	N.A.	100	<b>90</b>
50 nm (92.5 km) - 100 nm (185 km) from GFS HQ within 65 minutes (%) .....	90	N.A.	100	<b>90</b>
beyond 100 nm (185 km) from GFS HQ within 65 minutes plus an extra 15 minutes per 50 nm (%) .....	90	40λ	83Δ	<b>90</b>
between 2200 and 0659 hours less than 50 nm (92.5 km) from GFS HQ within 110 minutes (%) .....	90	N.A.	N.A.	<b>90</b>

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	Target	2024 (Actual)	2025 (Actual)	2026 (Plan)
50 nm (92.5 km) - 100 nm (185 km) from GFS HQ within 125 minutes (%).....	90	N.A.	N.A.	<b>90</b>
beyond 100 nm (185 km) from GFS HQ within 125 minutes plus an extra 15 minutes per 50 nm (%).....	90	100	100	<b>90</b>
<i>Law enforcement</i> <sup>δ</sup>				
on-scene time for call-outs within Island Zone <sup>^</sup> within 20 minutes where additional crew or specialised equipment not required (%)¶.....	90	100	100	<b>90</b>
within 80 minutes where additional crew or specialised equipment required (%).....	90	N.A.	N.A.	<b>90</b>
on-scene time for call-outs outside Island Zone <sup>^</sup> within 30 minutes where additional crew or specialised equipment not required (%)¶.....	90	89Ω	100	<b>90</b>
within 90 minutes where additional crew or specialised equipment required (%).....	90	N.A.	N.A.	<b>90</b>
<i>Fire fighting</i> <sup>δ</sup>				
on-scene time for call-outs for water bombing <sup>Ψ</sup> within 40 minutes (%).....	85	96	84@	<b>85</b>
on-scene time for call-outs for trooping <sup>Ψ</sup> within 40 minutes where additional crew or specialised equipment not required (%).....	85	N.A.	100	<b>85</b>
within 100 minutes where additional crew or specialised equipment required (%).....	85	N.A.	N.A.	<b>85</b>
<i>Flying services for government departments</i>				
meet reasonable requests where other priorities permit (%).....	100	100	100	<b>100</b>

δ Cases where crew were unavailable for deployment due to engagement in an earlier operation were not included in this set of statistics. For 2024, they include 14 Casevac, four SAR operations and one fire-fighting operation. For 2025, they include 25 Casevac, six SAR operations and two fire-fighting operations.

# The different types of Casevac are denoted as follows: Type A+ Casevac - Casevac involving immediate life-threatening or limb-threatening cases; Type A Casevac - Casevac involving emergency medical conditions other than immediate life-threatening and limb-threatening ones; and Type B Casevac - Casevac for patients in emergency medical conditions with potential risks of deterioration and requiring definitive treatment as soon as possible.

^ Island Zone includes Hong Kong Island, Cheung Chau, Hei Ling Chau, Lamma Island, Lantau Island, Peng Chau and Soko Islands.

¶ Or a later time specified by the tasking agent.

λ Out-of-pledge was recorded in three out of five SAR cases due to the lead time required for crew deployment, navigation and fuel planning in view of the location of the incidents.

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- Δ Out-of-pledge was recorded in one out of six SAR cases due to the lead time required for navigation and fuel planning in view of the location of the incident.
- Ω Out-of-pledge was recorded in one out of nine law enforcement cases due to aircraft and/or equipment unserviceability.
- Ψ Fire-fighting operations are carried out between 0700 hours and 30 minutes before sunset.
- @ Out-of-pledge was recorded in eight out of 49 fire-fighting cases due to aircraft and/or equipment unserviceability, clearance from Air Traffic Control and extreme range.

### Indicators

	2024 (Actual)	2025 (Actual)	2026 (Estimate)
total flying hours			
fixed-wing .....	708 <sup>α</sup>	739	1 131 <sup>ω</sup>
helicopter.....	5 190	5 357	5 341 <sup>ω</sup>
Casevac			
flying hours .....	1 292	1 240	1 206 <sup>ω</sup>
casualties evacuated.....	2 030	2 044	— <sup>β</sup>
no. of flights.....	1 676	1 615	1 526 <sup>ω</sup>
search (fixed-wing)			
flying hours .....	61	56	88 <sup>ω</sup>
no. of flights.....	19	19	25 <sup>ω</sup>
rescue (helicopter)			
flying hours .....	602	588	792 <sup>ω</sup>
persons rescued.....	520	533	— <sup>β</sup>
no. of flights.....	577	586	740 <sup>ω</sup>
law enforcement			
flying hours .....	28	13	28 <sup>ω</sup>
no. of flights.....	24	13	22 <sup>ω</sup>
fire fighting			
flying hours .....	128	128	145 <sup>ω</sup>
no. of flights.....	78	87	98 <sup>ω</sup>
other tasks for government departments			
flying hours .....	1 252	1 236	1 306 <sup>ω</sup>
passengers .....	6 894	7 266	6 901 <sup>ω</sup>
no. of flights.....	999	993	1 049 <sup>ω</sup>
training			
fixed-wing flying hours.....	373 <sup>α</sup>	430	729 <sup>ω</sup>
helicopter flying hours.....	1 841	2 068	1 909 <sup>ω</sup>
miscellaneous			
fixed-wing flying hours.....	41	23	41 <sup>ω</sup>
helicopter flying hours.....	279	314	228 <sup>ω</sup>
direct operating cost/hour flown			
fixed-wing			
DA42NG (\$) .....	21,350	N.A. <sup>γ</sup>	21,350
CL 605 (\$).....	27,740	23,940	23,940
helicopter			
EC 155B1 (\$).....	43,130	42,460	42,460
H 175 (\$).....	27,340	29,310	29,310

<sup>α</sup> The lower number in 2024 was mainly due to aircraft overhaul maintenance and aircrew availability.

<sup>ω</sup> The 2026 estimate on flight activities is calculated by averaging actual figures from the past few years as a reasonable projection for 2026.

<sup>β</sup> Not possible to estimate.

<sup>γ</sup> This type of aircraft did not operate in 2025 mainly due to aircraft maintenance.

### Matters Requiring Special Attention in 2026–27

**5** The GFS will continue to enhance its operational capability as well as strengthen its human resources to provide effective and efficient flying services to the community and the Government. In the coming year, the GFS will also focus on enhancing the training and development of frontline staff to better prepare them for the new challenge ahead.

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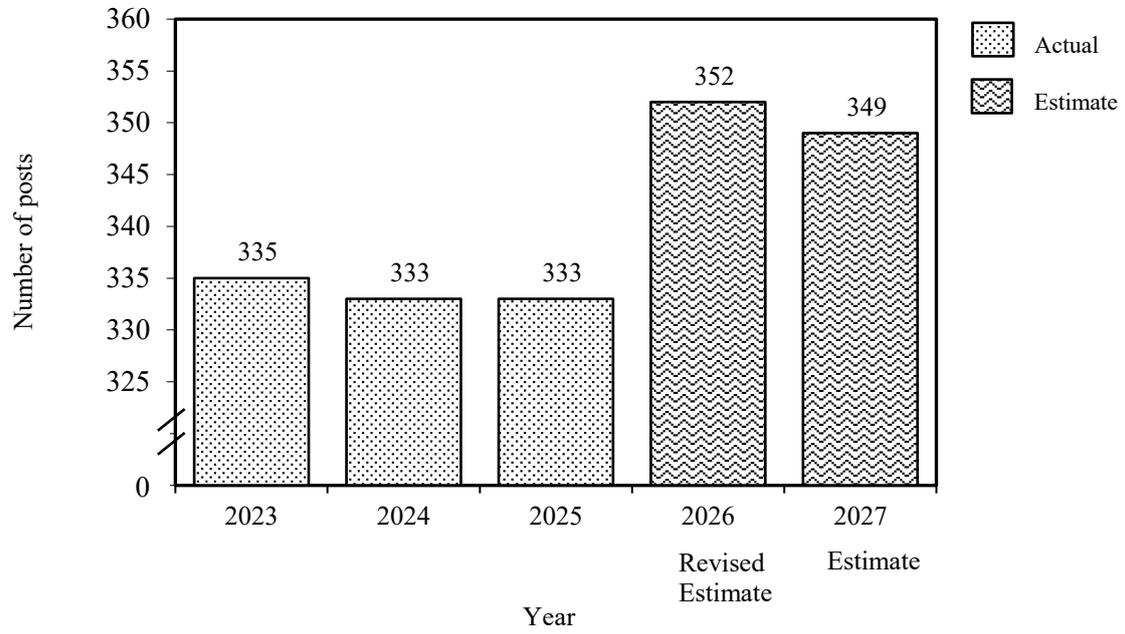
### ANALYSIS OF FINANCIAL PROVISION

<b>Programme</b>	<b>2024–25 (Actual) (\$m)</b>	<b>2025–26 (Original) (\$m)</b>	<b>2025–26 (Revised) (\$m)</b>	<b>2026–27 (Estimate) (\$m)</b>
Government Flying Service.....	618.7	626.6	616.6 (-1.6%)	<b>619.1</b> <b>(+0.4%)</b>
				<b>(or -1.2% on 2025–26 Original)</b>

#### Analysis of Financial and Staffing Provision

Provision for 2026–27 is \$2.5 million (0.4%) higher than the revised estimate for 2025–26. This is mainly due to the increased provisions for general departmental expenses, fuel cost and other operating expenses, partly offset by the decreased provision for training expenses and the decreased cash flow requirement for procurement of helicopters. There will be a net decrease of three posts in 2026–27.

*Changes in the size of the establishment  
(as at 31 March)*



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Sub-head (Code)		Actual expenditure 2024–25	Approved estimate 2025–26	Revised estimate 2025–26	Estimate 2026–27
		\$'000	\$'000	\$'000	\$'000
<b>Operating Account</b>					
Recurrent					
000	Operational expenses .....	450,909	470,381	459,763	<b>471,417</b>
200	Insurance of aircraft .....	1,257	1,400	1,300	<b>1,400</b>
	Total, Recurrent.....	452,166	471,781	461,063	<b>472,817</b>
	Total, Operating Account .....	452,166	471,781	461,063	<b>472,817</b>
<b>Capital Account</b>					
Plant, Equipment and Works					
603	Plant, vehicles and equipment.....	17,138	11,628	11,628	<b>720</b>
631	Aircraft components, component overhaul and safety equipment (block vote) .....	147,882	141,103	141,103	<b>142,507</b>
661	Minor plant, vehicles and equipment (block vote).....	1,559	2,060	2,839	<b>3,016</b>
	Total, Plant, Equipment and Works.....	166,579	154,791	155,570	<b>146,243</b>
	Total, Capital Account.....	166,579	154,791	155,570	<b>146,243</b>
	Total Expenditure .....	618,745	626,572	616,633	<b>619,060</b>

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### Details of Expenditure by Subhead

The estimate of the amount required in 2026–27 for the salaries and expenses of the Government Flying Service is \$619,060,000. This represents an increase of \$2,427,000 over the revised estimate for 2025–26 and \$315,000 over the actual expenditure in 2024–25.

#### *Operating Account*

##### Recurrent

**2** Provision of \$471,417,000 under *Subhead 000 Operational expenses* is for the salaries, allowances and other operating expenses of the Government Flying Service.

**3** The establishment as at 31 March 2026 will be 352 posts. It is expected that there will be a net decrease of three posts in 2026–27. Subject to certain conditions, the controlling officer may under delegated power create or delete non-directorate posts during 2026–27, but the notional annual mid-point salary value of all such posts must not exceed \$291,919,000.

**4** An analysis of the financial provision under *Subhead 000 Operational expenses* is as follows:

	2024–25 (Actual) (\$'000)	2025–26 (Original) (\$'000)	2025–26 (Revised) (\$'000)	<b>2026–27 (Estimate) (\$'000)</b>
Personal Emoluments				
- Salaries .....	222,717	230,000	227,000	<b>229,000</b>
- Allowances .....	7,110	8,335	8,582	<b>9,382</b>
- Job-related allowances.....	121	187	138	<b>144</b>
Personnel Related Expenses				
- Mandatory Provident Fund contribution .....	681	788	680	<b>706</b>
- Civil Service Provident Fund contribution .....	28,657	35,797	30,630	<b>33,852</b>
Departmental Expenses				
- Fuel and lubricating oil.....	17,184	25,000	17,695	<b>20,200</b>
- General departmental expenses .....	147,650	140,330	145,044	<b>149,140</b>
Other Charges				
- Grant to the Government Flying Service Welfare Fund.....	13	15	13	<b>14</b>
- Pay and allowances for the auxiliary services.....	1,336	1,850	1,300	<b>2,000</b>
- Training expenses for the Government Flying Service .....	22,400	24,748	25,350	<b>23,648</b>
Subventions				
- Hong Kong Air Cadet Corps .....	3,040	3,331	3,331	<b>3,331</b>
	450,909	470,381	459,763	<b>471,417</b>

**5** Provision of \$1,400,000 under *Subhead 200 Insurance of aircraft* is for third party, passenger and crew liability insurance.

#### *Capital Account*

##### Plant, Equipment and Works

**6** Provision of \$142,507,000 under *Subhead 631 Aircraft components, component overhaul and safety equipment (block vote)* is for acquiring and overhauling aircraft engines and avionics, as well as safety and rescue equipment.

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### Commitments

Sub-head (Code)	Item (Code)	Ambit	Approved commitment	Accumulated expenditure to 31.3.2025	Revised estimated expenditure for 2025–26	Balance
			\$'000	\$'000	\$'000	\$'000
<b><i>Capital Account</i></b>						
603		<i>Plant, vehicles and equipment</i>				
	801	Procurement of a flight simulator training device .....	400,000	130,497	1,038	268,465
		Total .....	<u>400,000</u>	<u>130,497</u>	<u>1,038</u>	<u>268,465</u>